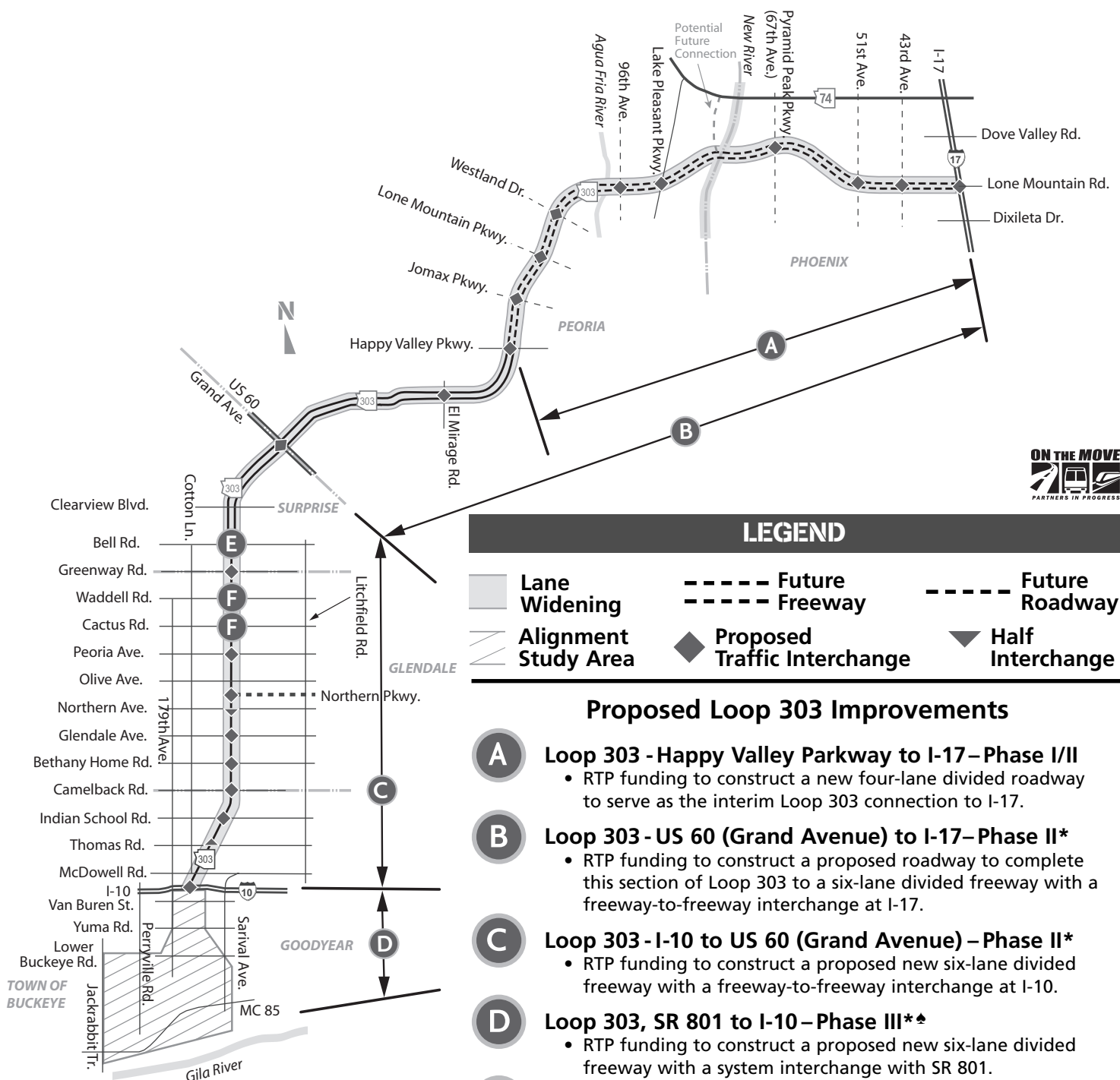


FACT SHEET

October 2008

Loop 303 Interstate 10 to Interstate 17



Regional Transportation Plan Phases

Phase I 2006 -2010 Phase III 2016-2020
Phase II 2011-2015 Phase IV 2021-2025

*Project pending outcome of environmental process.

†Corridor alignment currently under study.

†Project was advanced in December 2006 by the State Transportation Board with funding from the Statewide Acceleration Needs account (STAN).



The Loop 303 is an important component of the Regional Transportation Plan (RTP) – a blueprint for Valleywide transportation improvements for the next 20 years.

Plans call for Loop 303 to traverse more than 40 miles of the West Valley – ultimately extending from the proposed State Route 801 a few miles south of Interstate 10 in Goodyear to Interstate 17 (Black Canyon Freeway) near Lone Mountain Road, 2 miles south of State Route 74 (Carefree Highway) in Phoenix.

Currently, Loop 303 extends for more than 21 miles from Interstate 10 in Goodyear to Happy Valley Parkway in Peoria. It operates primarily as a two-lane roadway from I-10 to US 60 (Grand Avenue) and becomes a four-lane divided roadway from US 60 to Happy Valley Parkway.

The RTP allocates funding in Phase II (2011-2015) for construction of Loop 303 between I-10 and I-17 as a six-lane freeway, with construction of an interim four-lane connection from Happy Valley Parkway to I-17 planned to begin in early 2009 and be completed in 2012. Studies are being conducted to evaluate the recommended future expansion of Loop 303. These studies are the first step in developing the Loop 303 corridor as a new regional freeway link in the Northwest Valley.

Loop 303–Happy Valley Parkway to I-17

• Length: 14 miles

The northern section of Loop 303 will extend from Happy Valley Parkway to connect with I-17. This section of Loop 303 will be designed and built in stages as outlined in the Maricopa Association of Governments' Regional Transportation Plan.

During the first stage, a four-lane divided roadway will be constructed from Happy Valley Parkway to I-17. This roadway will include interchanges (overpasses and underpasses) at Happy Valley, Lone Mountain and Lake Pleasant parkways, as well as an interchange with I-17 at Lone Mountain Road that will serve as the interim connection between I-17 and Loop 303 until completion of the full freeway-to-freeway interchange.

ADOT is currently completing the design of this segment. Construction of this section is anticipated to begin in 2009, with completion of the interim roadway expected in 2012.

Loop 303–US 60 (Grand Avenue) to I-17

• Length: 20 miles

The second stage of proposed Loop 303 improvements includes the addition of a third general purpose lane in each direction from US 60 to I-17 and grade-separated interchanges (overpasses and

underpasses) at El Mirage Road, Jomax Parkway, Westland Drive, 96th Avenue, Pyramid Peak Parkway (67th Avenue), 51st Avenue and 43rd Avenue – as well as a freeway-to-freeway interchange with I-17 near Lone Mountain Road.

Funding for these improvements is included in Phase II (2011-2015) of the Regional Transportation Plan. The design concept and environmental study account for a future expansion of Loop 303 to add a fourth lane and HOV lane in each direction as funding becomes available. These expansions are not funded in the 20-year cycle of the Regional Transportation Plan.

Loop 303–Interstate 10 to US 60 (Grand Avenue)

• Length: 16 miles

Funding is included in Phase II (2011-2015) of the Regional Transportation Plan to convert the existing two-lane roadway in this section of Loop 303 to a freeway with three general purpose lanes in each direction. One-way frontage roads are planned at the new freeway-to-freeway interchange between Loop 303 and I-10 and also between Northern and Peoria avenues, where the Northern Parkway interchange is planned. The design concept and environmental assessment for this segment account for a future expansion of Loop 303 to add a fourth lane and HOV lane in each direction as funding is available. These future expansions are not funded in the 20-year cycle of the Regional Transportation Plan.

In late 2006, the State Transportation Board allocated \$22 million in funding from the Statewide Acceleration Needs (STAN) account to advance several improvements along Loop 303 in Surprise. The work will include construction of a bridge at Bell Road over Loop 303 and an interim at-grade intersection on the west side of the existing Loop 303 roadway. The interchange is scheduled to be completed in Phase I (2006-2010). At Cactus and Waddell roads, improvements will be made to enhance driver safety and minimize the potential impacts of future Loop 303 construction on the cross streets and adjacent development.

Loop 303–South of I-10

• Length: 5 miles

A study is currently underway to determine the preferred route for the planned section of Loop 303 south of I-10, which is included in Phase III (2016-2020) of the Regional Transportation Plan as a six-lane divided freeway that would connect I-10 to the proposed State Route 801 in Goodyear. Please see the separate fact sheet for this section of Loop 303.

Contact Us

For more information about Loop 303 improvements, contact us.

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